

Chapter 9. Special Flights

Section 1. General

9-1-1. GENERAL

Provide aircraft engaged in the flight inspection of NAVAID's with maximum assistance. Unless otherwise agreed to, maintain direct contact with the pilot and exchange information regarding known traffic in the area and his/her intentions.

NOTE-

1. Many flight inspections are accomplished using automatic recording equipment, and an uninterrupted flight is necessary for successful completion of the mission. The workload for the limited number of aircraft engaged in these activities requires strict adherence to a schedule.

2. Flight inspection operations which require special participation of ground personnel, specific communications, or radar operation capabilities are considered to require special handling. These flights are coordinated with appropriate facilities before departure.

REFERENCE-

FAAO 8200.1, *United States Standard Flight Inspection Manual*.
FAAO 8240.41, *Flight Inspection/Air Traffic On-Site Coordination Requirements*.

9-1-2. SPECIAL HANDLING

a. Clear the aircraft according to pilot request as soon as practicable. Do not ask the pilot to deviate from his/her planned action except to preclude an emergency situation.

REFERENCE-

FAAO 8240.41, *Flight Inspection/Air Traffic On-Site Coordination Requirements, Appendix 1*, describes certain flight inspection maneuvers in detail.

b. Issue radar advisories to the flight inspection aircraft where adequate coverage exists and to the extent permitted by workload.

c. Suggest flight path adjustments, as required, for any aircraft which will enter or penetrate an area in which a flight inspection function is being performed.

d. Provide special handling, as required, to FAA aircraft conducting flight inspections using the call sign "Flight Check." The call sign "Flight Check (Nr) recorded" indicates automated flight inspections are in progress in terminal areas.

NOTE-

FAA flight inspection aircraft will file flight plans using the call sign "FLIGHT CHECK" during flight inspections or when inbound to conduct flight inspections. Flight plan remarks may indicate type NAVAID inspection to be accomplished; e.g. "FC OKC P."

9-1-3. FLIGHT CHECK AIRCRAFT

a. Provide special handling, as required, to expedite flight inspection of NAVAID's, direction finding (DF) equipment, and RADAR by flight check aircraft.

NOTE-

Certain flight inspection maneuvers require operations in close proximity to the surface. These maneuvers can only be performed during daylight visual meteorological conditions. Preplanned automatic flight places the following limitations on the capability of the pilot to adhere to normal ATC clearances:

a. Route of flight - orbital from 6 nautical miles to a maximum of 40 nautical miles from the facility depending on the type of inspection. During commissioning flight checks all DP's, STAR's, airways, DME fixes, and approaches must be flown.

b. Altitude assignment - from 1,000 feet above the antenna site up to the minimum en route altitude (MEA).

REFERENCE-

FAAO 7110.65, *Operational Priority, Para 2-1-4*.
FAAO 8240.41, *Flight Inspection/Air Traffic On-Site Coordination Requirements, Appendix 1*, describes certain flight inspection maneuvers in detail.

b. Avoid changes in the route or altitude from that filed by the pilot in the initial flight plan.

c. Do not impose air traffic control delays in the flight except to preclude emergency situations.

d. Do not change the previously assigned discrete beacon code of special radar accuracy flight check aircraft.

REFERENCE-

FAAO 7210.3, *Special Radar Accuracy Checks, Para 7-1-3*.
FAAO 7210.3, *ASR Performance Checks, Para 10-5-4*.